


SOUTH CAROLINA DEPARTMENT OF PUBLIC SAFETY, STATE TRANSPORT POLICE

2013-416.T

250753

	USDOT# 2485201		Legal: ROMEO LIRIANI	
			Operating (DBA): MYRTLE BEACH BUS	
MC/MX #: 860415		State #:		Federal Tax ID:
Review Type: Safety Audit – New Entrant		Location of Review/Audit: Company Facility in the U.S.		
Scope: Entire Operation		Territory:		
Operation Types <input checked="" type="checkbox"/> Interstate <input type="checkbox"/> Intrastate				
Carrier: Non-HM		Business: Individual		
Shipper: N/A		Gross Revenue: \$0		
Cargo Tank: N/A		for year ending: 12/31/2013		
Company Physical Address:				
511 63RD AVE N MYRTLE BEACH, SC 29572, UNITED STATES				
Contact Name: Romeo Liriani				
Phone numbers: (1) 8434494445		(2) 8432375599		Fax
E-Mail Address: LirianiRomeo@Gmail.com				
Company Mailing Address:				
511 63RD AVE N MYRTLE BEACH, SC 29572, UNITED STATES				
Carrier Classification				
Authorized for Hire				
Cargo Classification				
Passengers				
Does carrier transport placardable quantities of HM? No				
Is an HM Permit required? No				
Driver Information				
	Inter	Intra	Average trip leased drivers/month: 0	
< 100 Miles:	0	0	Total Drivers: 1	
>= 100 Miles:	1	0	CDL Drivers: 1	
Equipment				
	Owned	Term Leased	Trip Leased	Owned Term Leased Trip Leased
Minibus, 16+	1	0	0	
Power units used in the U.S.:		1		
Percentage of time used in the U.S.:		100		



HVHVWBTBSC5J6



ROMEO LIRIANI (MYRTLE BEACH BUS dba)

USDOT#: 2485201

Review Date:

5/22/2014

Part A

QUESTIONS regarding this report or the Federal Motor Carrier Safety or Hazardous Materials rules may be addressed to the Office of Motor Carriers at:

South Carolina State Transport Police, Motor Carrier Compliance Unit
10311 Wilson Blvd, Building D-2, Post Office Box 1993, Blythewood, SC 29016
Phone: (803) 896-2696 Fax: (803) 896-5526

This SAFETY AUDIT will be used to assess your safety compliance.

Person(s) Interviewed:

Name: Romeo Liriani

Title: Owner





ROMEO LIRIANI (MYRTLE BEACH BUS dba)
USDOT#: 2485201

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Part B - Questions and Answers

An asterisk (*) beside an answer indicates an area of non-compliance by the motor carrier, and negatively affects the results of the audit.

Question General # 1 Section # 387.7(a) Acute Does the carrier have the required minimum level of financial responsibility in effect (property carrier)?	Answer N/A
Question General # 2 Section # 387.7(d) Critical Does the carrier have required proof of financial responsibility (property carrier)?	Answer N/A
Question General # 3 Section # 387.31(a) Acute Does the carrier have the required minimum level of financial responsibility in effect (passenger carrier)?	Answer Yes
Question General # 4 Section # 387.31(d) Critical Does the carrier have required proof of financial responsibility (passenger carrier)?	Answer Yes
Question General # 5 Section # 13901 (392.9a(a)(1)) Is the motor carrier authorized to conduct interstate operations in the United States?	Answer Yes
Question General # 6 Section # 390.15(b)(1) Can the carrier provide a complete accident register of recordable accidents?	Answer N/A
Question General # 7 Section # 390.15(b)(2) Critical Does the carrier have copies of all accident reports required by States or other government entities or insurers?	Answer N/A
Question General # 8 Section # 390.3(e) Is the carrier knowledgeable of the FMCSRs/HMRs?	Answer Yes
Question General # 9 Section # 390.21 Does the carrier know the commercial motor vehicles marking requirements?	Answer Yes
Question Driver # 1 Section # 391.51(a) Critical Does the carrier maintain driver qualification files?	Answer No *
Additional Documents Required Driver qualification files; Up to three (3) files which include newly hired drivers if applicable.	
Comments Driver's name: Arian Nikolla; Interstate trip date: 05/15/2014 - Wilmington, NC.; The carrier is missing the Driver's Application for Employment; the Safety Performance History Records Request; and the Driver's Record - 3 Years.	
Question Driver # 2 Section # 391.11(b)(4) Acute Is the carrier using physically qualified drivers?	Answer Yes
Question Driver # 3 Section # 391.45(a), 391.45(b) Critical Is the carrier using a driver without a medical certificate or with an expired medical certificate?	Answer No



Question Driver # 4 Section # 391.15(a) Acute Is the carrier using any disqualified drivers?	Answer No
Question Driver # 5 Section # 391.51(b)(2) Critical Does the carrier maintain driving inquiry data in driver qualification files?	Answer No *
Additional Documents Required Up to three driving records for the past three years	
Comments Driver's name: Arian Nikolla; Interstate trip date: 05/15/2014 - Wilmington, NC.; Date of hire: 11/15/2013.	
Question Driver # 6 Section # 382.115(a), 382.115(b) Acute Has the carrier implemented an alcohol and/or controlled substances testing program?	Answer Yes
Question Driver # 7 Section # 382.213(b) Acute Has the carrier used drivers who have used controlled substances?	Answer No
Question Driver # 8 Section # 382.215 Acute Has the carrier used a driver who has tested positive for a controlled substance?	Answer No
Question Driver # 9 Section # 382.201 Acute Has the carrier used a driver known to have an alcohol concentration of 0.04 or greater?	Answer No
Question Driver # 10 Section # 382.505(a) Acute Has the carrier used a driver found to have an alcohol concentration of .02 or greater but less than .04 within 24 hours of being tested?	Answer No
Question Driver # 11 Section # 382.301(a) Critical Has the carrier ensured that drivers have undergone testing for controlled substances prior to performing a safety sensitive function?	Answer No *
Additional Documents Required Pre-employment drug tests: up to three (3) tests which include newly hired drivers if applicable. Control and Custody Form.	
Comments Driver's name: Arian Nikolla; Interstate trip date: 05/15/2014 - Wilmington, NC.; The violation was discovered when the carrier was unable to provide the Pre-Employment test on the driver.	
Question Driver # 12 Section # 382.303(a) Critical Has the carrier conducted post accident testing on drivers for alcohol?	Answer N/A
Question Driver # 13 Section # 382.303(b) Critical Has the carrier conducted post accident testing on drivers for controlled substances?	Answer N/A
Question Driver # 14 Section # 382.305 Acute Has the carrier implemented random testing program?	Answer Yes
Question Driver # 15 Section # 382.305(b)(1) Critical Has the carrier conducted random alcohol testing at an annual rate of not less than the applicable annual rate or prorated rate of the average number of driver positions?	Answer Yes

Question Driver # 16 Section # 382.305(b)(2) Critical	Answer
Has the carrier conducted controlled substance testing at the applicable prorated rate of not less than the applicable annual rate of the average number of driver positions?	Yes
Question Driver # 17 Section # 40.305(a)	Answer
Has the carrier conducted the required return-to-duty tests on employees returning to safety-sensitive functions?	N/A
Question Driver # 18 Section # 40.309(a)	Answer
Is the carrier conducting follow-up testing as directed by the Substance Abuse Professional?	N/A
Question Driver # 19 Section # 382.211 Acute	Answer
Has the carrier used a driver who has refused to submit to an alcohol or controlled substances test required under Part 382?	N/A
Question Driver # 20 Section # 382.503 Critical	Answer
Has the carrier used a Substance Abuse Professional as required by 49 CFR Part 40 Subpart O?	N/A
Question Driver # 21 Section # 383.23(a) Critical	Answer
Has a driver operated a commercial motor vehicle without a current operating license, or a license, which hasn't been properly classed and endorsed?	No
Question Driver # 22 Section # 383.37(a) Acute	Answer
Has the motor carrier knowingly allowed it's drivers who's CDLs have been suspended, revoked or canceled by a state, have lost the right to operate a CMV in a State, or have been disqualified from operating a CMV to operate a commercial motor vehicle?	No
Question Driver # 23 Section # 383.51(a) Acute	Answer
Has the motor carrier knowingly allowed, required, permitted, or authorized a driver to drive who is disqualified to drive a commercial motor vehicle?	No
Question Operations # 1 Section # 395.1(e)(1), 395.1(e)(2)	Answer
Does the carrier have a system for recording hours of duty status on 100/150- mile radius drivers, and are they properly utilizing the 100/150 air-mile radius exemption?	Yes
Question Operations # 2 Section # 395.8(a) Critical	Answer
Does the carrier require drivers to make a record of duty status?	Yes
Question Operations # 3 Section # 395.8(i) Critical	Answer
Does the carrier require drivers to submit records of duty status within 13 days?	Yes
Question Operations # 4 Section # 395.8(k)(1) Critical	Answer
Can the carrier produce records of duty status and supporting documents for selected drivers?	Yes
Question Operations # 5 Section # 395.3(a)(1) Critical	Answer
Has the carrier allowed driver(s) to exceed the 11-hour rule? (Property)	N/A
Question Operations # 6 Section # 395.3(a)(2) Critical	Answer
Has the carrier allowed driver(s) to exceed the 14-hour rule? (Property)	N/A
Question Operations # 7 Section # 395.3(b)(1) Critical	Answer
Has the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive days? (Property)	N/A



Question Operations # 8 Section # 395.3(b)(2) Critical Has the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive days? (Property)	Answer N/A
Question Operations # 9 Section # 395.5(a)(1) Critical Has the carrier allowed driver(s) to exceed the 10 hour rule? (Passenger)	Answer No
Question Operations # 10 Section # 395.5(a)(2) Critical Has the carrier allowed driver(s) to exceed the 15 hour rule? (Passenger)	Answer No
Question Operations # 11 Section # 395.5(b)(1) Critical Has the carrier allowed driver(s) to drive after having been on duty more than 60 hours in 7 consecutive days? (Passenger)	Answer N/A
Question Operations # 12 Section # 395.5(b)(2) Critical Has the carrier allowed driver(s) to drive after having been on duty more than 70 hours in 8 consecutive days? (Passenger)	Answer No
Question Operations # 13 Section # 395.8(e) Critical Does available evidence indicate a selected driver has prepared a false record of duty status?	Answer No
Question Operations # 14 Section # 392.2 Critical Does the motor carrier ensure that drivers operate commercial motor vehicles in accordance with the laws, ordinances, and regulations of the jurisdictions in which they are operating?	Answer Yes
Question Operations # 15 Section # 392.9(a)(1) Critical Does the carrier ensure that drivers are not permitted to drive a vehicle without the cargo properly distributed and adequately secured?	Answer N/A
Question Operations # 16 Section # 392.4(b) Acute Have any drivers operated a commercial motor vehicle while under the influence of, or in possession of, narcotic drugs, amphetamines, or any other substances capable of rendering the drivers incapable of safely operating motor vehicles?	Answer No
Question Operations # 17 Section # 392.5(b)(1) Acute Have any drivers operated a commercial motor vehicle while under the influence of, or in possession of, intoxicating beverages?	Answer No
Question Operations # 18 Section # 392.5(b)(2) Acute Have any drivers operated a commercial motor vehicle within 4 hours of having consumed intoxicating beverages?	Answer No
Question Maintenance # 1 Section # 396.3(b) Critical Can the carrier produce maintenance files for requested vehicle(s)?	Answer Yes
Question Maintenance # 2 Section # 396.17(a) Critical Can the motor carrier produce evidence of periodic (annual) inspections for selected vehicles?	Answer Yes
Question Maintenance # 3 Section # 396.11(a) Critical Does the motor carrier require drivers to complete vehicle inspection reports daily?	Answer N/A
Question Maintenance # 4 Section # 396.11(c) Acute Does the carrier ensure that out-of-service defects listed by the driver in the driver vehicle inspection reports are corrected before the vehicle is operated again?	Answer N/A



Question Maintenance # 5 Section # 396.9(c)(2) Acute Does the carrier ensure vehicles that have been declared "out-of-service" do not operate before repairs have been made?	Answer N/A
Question Maintenance # 6 Section # 396.19 Is the carrier using qualified inspectors (mechanic) and maintaining evidence of the inspector's qualifications?	Answer Yes
Question Maintenance # 7 Section # 396.3 Can the carrier explain its systematic, periodic maintenance program?	Answer Yes
Question Other # 1 Section # 375.211 Does the carrier participate in an Arbitration Program?	Answer N/A
Question Other # 2 Section # 13702.0 Does the carrier assess shipper freight charges based upon published tariffs?	Answer N/A
Question Other # 3 Section # 375.401(c) Does the carrier provide reasonably accurate estimates of moving charges?	Answer N/A
Question Other # 4 Section # 375.407(a), 375.703(b) Has the carrier avoided "hostage freight" or other predatory practices?	Answer N/A
Question Other # 5 Section # 387.301(a), 387.301(b) Does the HHG carrier have sufficient levels of public liability and cargo insurance?	Answer N/A
Question Other # 6 Section # 375.215 Does the carrier have a published tariff and is the motor carrier changing the applicable rate (375.215).	Answer N/A
Question Other # 7 Section # 375.213 Can the motor carrier identify the five documents required to be given to a prospective individual shipper prior to executing an order for service?	Answer N/A
Question Other # 8 Section # 49 CFR 37 subpart H Does the carrier have the means to provide accessible over-the-road bus (OTRB) service on a 48-hour advance notice basis by its owned or leased OTRBs?	Answer N/A
Question Other # 9 Section # 49 CFR 37 subpart H If the carrier does not have the means then does the carrier have an arrangement with another carrier that operates accessible OTRBs?	Answer N/A

Note: No Hazardous Materials questions were asked because the carrier does not carry Hazardous Materials in Interstate Commerce.



ROMEO LIRIANI (MYRTLE BEACH BUS dba)
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Part B

Your Proposed Safety Audit Result is: PASS

Explanation of Scoring Methodology

Factor	Failed Questions		Performance Test Status	Total Points	Factor Status
	Critical	Acute			
1. General	0	0	—	0	PASS
2. Driver	3	0	—	3	FAIL
3. Operations	0	0	—	0	PASS
4. Maintenance	0	0	PASS — 0.00 %	0	PASS
5. Hazardous Materials	—	—	—	—	—
6. Accidents	—	—	PASS — 0.00	—	PASS
SUM	3	0		3	PASS

Result: Carrier has adequate basic safety management controls in place.

NOTE: Carrier has the right to request a review of this determination if there are factual or procedural disputes.

HOW THE SA IS SCORED

FACTORS - The Federal Motor Carrier Safety and Federal Hazardous Material Regulations are categorized into six factors. Multiple questions address the various factors. The Part B Question & Answer Report lists the CFR section numbers related to each question.

CRITICAL/ACUTE - Questions are also defined as CRITICAL, ACUTE or neither depending on the significance of the underlying regulation. Questions are assigned a point value if they are incorrectly answered. Critical = 1 and Acute = 1.5. The point values are summed for each factor. Any factor with a point value of 3 or more is marked "FAILED".

OUT OF SERVICE (OOS) RATE - The Driver/Vehicle OOS rate is used in factor #4 as another question. If there have been more than three level 1, 2, or 5 North American Standard Inspections conducted over the past year, they will be summarized. If the summed OOS rate is over 34%, one additional point is assigned to that factor.

CRASH FACTOR - Carriers are defined as urban or non-urban in order to compensate for the higher crash risk of urban operations. Urban carriers are defined as those that operate within a 100 air-mile radius. The crash rate for a carrier is calculated as accidents per million miles traveled. Factor #6 is "FAILED" if the urban carrier crash rate exceeds 1.7 or the non-urban carrier crash rate exceeds 1.5.

OVERALL STATUS DETERMINATION - Any carrier with 3 or more "FAILED" factors is deemed to have failed the Safety Audit by having inadequate safety management controls in place to operate in the U.S.



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Part B Requirements and/or Recommendations

1. If you have any questions concerning this report, please contact the South Carolina State Transport Police, Motor Carrier Compliance Unit, 10311 Wilson Blvd., Building D-2, Post Office Box 1993, Blythewood, SC. 29016
Phone: 803-896-2696 Fax: 803-896-5526
2. Comprehensive Safety Analysis 2010, CSA 2010, is a Federal Motor Carrier Safety Administration (FMCSA) initiative to improve large truck and ultimately reduce commercial motor vehicle (CMV) - related crashes, injuries, and fatalities. It introduces a new enforcement and compliance model that allows FMCSA and its State partners to contact a larger number of carriers earlier in order to address safety problems before crashes occur.
3. General: SMS website

You are encouraged to review your company's safety record at the following website:
<http://ai.fmcsa.dot.gov/sms>. You will need to use your PIN number that has been provided by FMCSA.
Also visit <https://portal.fmcsa.dot.gov> which provides real time data and the opportunity to review you safety data. Registration and access is free.
4. Obtain a copy of each driver's driving record and review it annually.
5. Ensure that drivers provide a 10-year employment history on their employment application.
6. Ensure that all drivers are fully and properly qualified before operating in interstate commerce. Maintain a complete file as required for each driver, documenting the qualification process.
7. Do not schedule or require drivers to make trips requiring them to exceed posted speed limits in order to complete the run within the hours of service limits.
8. Use of radar detectors or similar devices on commercial vehicles is illegal. Do not require or permit drivers to use them. Take appropriate disciplinary action against drivers if they are using such devices.
9. A complete Educational and Technical Assistance package entitled "A MOTOR CARRIER'S GUIDE TO IMPROVING HIGHWAY SAFETY" is available free on the FMCSA website to assist you in complying with the safety regulations. It contains many forms and documents useful for improving the safety of your operations. Check: www.fmcsa.dot.gov/factsfigs/eta/index.html.
10. DOT drug testing rules require that employers test for marijuana, cocaine, opiates, amphetamines, and phencyclidine (PCP).
11. For questions about DOT numbers or biennial updates: 800-832-5660 or 703-280-4001
For questions about licensing, authority or MC numbers: 202-366-9805
For questions about insurance: 202-385-2423
For household goods complaints: 888-DOT-SAFT (888-368-7238)
12. Accident Countermeasures is a set of defensive strategies designed to reduce preventable accidents. The strategies and forms for implementing accident countermeasures can be found on the FMCSA website at: <http://www.fmcsa.dot.gov/forms/print/accident.htm>
13. A copy of your carrier profile can be obtained for \$20 from the SAFER website (<http://safer.fmcsa.dot.gov>) or by calling 800-832-5660 or 703 280-4001. You can also write: Computing Technologies Inc. P.O. Box 3248, Merrifield, VA 22116-3248. Profile cost if ordered by mail or phone is \$27.50.
14. Copies of the regulations, forms, interpretations, and manuals are available from a variety of sources. Check the FMCSA website for a current list of suppliers. www.fmcsa.dot.gov/safety-security/eta/index.htm



**ROMEO LIRIANI (MYRTLE BEACH BUS dba)**

USDOT#: 2485201

Review Date:

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Part C**Corporate Contact:** Romeo Liriani**Corporate Contact Title:** Owner**Special Study Information:****Remarks:****REASON FOR SAFETY AUDIT:**

This safety audit was conducted as a result of the carrier being identified on the MCMIS new entrant safety audit list. This company has had no prior safety audits.

CARRIER'S OPERATION DESCRIPTION:

Romeo Liriani (Dba Myrtle Beach Bus) is owned and controlled by Mr. Romeo Liriani, Owner: USDOT # 2485201. Mr. Romeo Liriani owns one hundred (100%) percent of the company. I met with Mr. Romeo Liriani, Owner: Romeo Liriani (Dba Myrtle Beach Bus). Mr. Romeo Liriani, Owner; is responsible for the day to day operations of this carrier. Romeo Liriani (Dba Myrtle Beach Bus) is an authorized for hire passenger carrier and a business private motor carrier of passengers that transports passengers to various locations in interstate commerce. The principal place of business for Romeo Liriani (Dba Myrtle Beach Bus) is located at 511 63rd Avenue North, in Myrtle Beach, SC. 29572, where all of the carrier's documents are maintained. The carrier's mailing address is: 511 63rd Avenue North, Myrtle Beach, SC. 29572. This safety audit was conducted at the carrier's principal place of business.

The carrier did not have any gross income for the year ending December 31, 2013. The carrier started operations on May 15, 2014. The carrier's gross income, since the new entry date of March 18, 2013, was \$300.00 as of May 22, 2014. The carrier's estimated annual fleet mileage is 12,000 miles. This carrier's Federal Tax Identification number is 043 - 90 - 3133 (SSN). This carrier operates with 1 CMV (Mini - bus 16+ passengers) with a GVWR less than 26,001 pounds. This carrier operates with one (1) interstate CDL driver.

PRE-INVESTIGATION / CDLIS CHECK:

The carrier's profile was downloaded on May 21, 2014. A CDLIS check was performed in accordance with FMCSA policy and the results showed that the one (1) interstate driver does have a valid CDL. The one (1) interstate CDL driver has a class "B" driver's license from the State of South Carolina. The carrier's compliance with UCR was checked and it was found that the carrier had not paid the fee for 2013 and 2014. This matter was pointed out to Mr. Romeo Liriani and he was provided an e - mail address to have this problem taken care of. CSA was checked to verify the carrier's on-road safety performance in the safety measurement system. L&I were checked to verify the carrier's level of financial responsibility. The carrier documents requested were not provided for review prior to conducting the safety audit.

Driver's name: Mr. Arian Nikolla

DOB: {

DL #: {

ME's Lic or Cert # and Issuing St: 0390 - SC

Date MEC issued: 01/25/2013

Results: Confirmed.

I called the medical office to verify the Medical Examiner's Certificate. The name of the medical office is Occ Doc, located in Conway, SC. The medical office's telephone number is # 843 - 347 - 5752. I talked with a man named Mr. Russ Nixon. Mr. Nixon confirmed the Driver's Medical Examiner's Certificate.

INVESTIGATION:

Romeo Liriani (Dba Myrtle Beach Bus) in general maintains their records in fairly poor condition. There were several violations or



deficiencies noted in the following parts of the FMCSR.

Part 387 - The carrier does have the required minimum level of financial responsibility of \$5,000,000.00. The carrier has \$5,000,000.00. Romeo Liriani (Dba Myrtle Beach Bus) has a valid copy of the MCS 90B form.

Part 390 - The carrier has not been involved in a recordable accident since receiving its USDOT number. However, I explained the circumstances that require an accident register and copies of the accident reports to be maintained. We also discussed post accident alcohol and controlled substances testing requirements outlined in Part 382.303. The carrier was given a copy of the accident register from the ETA packet.

Part 391 - The DQ file was incomplete. I reviewed the DQ file on the one (1) interstate CDL driver: (Mr. Arian Nikolla).

Mr. Arian Nikolla's DQ file was incomplete. Mr. Arian Nikolla's DQ file was missing the Driver's Application for Employment; the Safety Performance History Records Request; and the Driver's Record - 3 Years. We reviewed Part 391.1 with emphasis on Part 391.1(b). We discussed Part 391.23 (Investigation and inquires) with emphasis on Part 391.23(d).

Additionally, we reviewed the provisions Part 391.51 to include all the documents that are required to be maintained in the DQ file. We also discussed the investigations that are required to be completed within 30 days of the date when the driver's employment begins. Additionally, we discussed the retention period of the DQ file as outlined in Part 391.51(c) to include those documents that can be removed from the DQ file after 3 years.

Part 382 - The carrier has implemented a random alcohol and controlled substances testing program as of the New Entry Date of March 18, 2014. The carrier is enrolled in a random alcohol and controlled substances testing program with DOT Compliance Service, formerly CDL Compliance Testing, LLC., located at 450 South Meridian Road, Suite 85, in Meridian, ID. 83642. Their toll free telephone number is # 866 - 389 - 9342. Their fax number is # 208 - 629 - 7063. Their web site address is www.dotcomplianceservice.com. The carrier provided a copy of the Certificate of DOT Drug & Alcohol Testing Enrollment and Compliance; and the List of Drivers in the Consortium. Also, evidence revealed that the one (1) interstate CDL driver: (Mr. Arian Nikolla); needed to have a pre - employment test conducted immediately since he did not undergo a pre - employment test prior to performing a safety sensitive function. Mr. Romeo Liriani and I reviewed Part 382.115 (Starting Date); Part 382.301 (Pre-employment Testing); Part 382.303 (Post Accident Testing); Part 382.305 (Random Testing); and Part 382.401 (Retention of Records); to include the carrier's responsibility to obtain the quarterly summary reports from the consortium.

Part 395 - I was unable to review the minimum number of required records of duty status during the previous six (6) months because the carrier did not start operations until May 15, 2014. The carrier's fuel receipts and the other supporting documents were organized. Time was spent discussing Part 395 with emphasis on Part 395.1(a) (1) and Part 395.1(e). Mr. Romeo Liriani and I discussed Part 395.5 (Maximum driving time for passenger-carrying vehicles) and Part 395.8 (Driver's record of duty status). The retention period for RODS along with supporting documents was emphasized as outlined in Part 395.8(k). Also, form and manner requirements were emphasized.

Part 396 - The carrier has established maintenance files on their vehicle as required in Part 396.3(b). There is evidence of an annual vehicle inspection on the carrier's vehicle. We discussed Part 396.17 (Periodic inspection) and Part 396.21 (Periodic inspection recordkeeping requirements). We reviewed the requirements of this part to include the retention period for the maintenance files.

DOCUMENTS PROVIDED TO THE CARRIER:

The carrier was given a tour of the FMCSA's web site. I demonstrated how to access information from the ETA packet and the FMCSR. Mr. Romeo Liriani was given a copy of CDL 18 and was instructed that the CDL Drug Testing Act requires all employers to report to the SCDMV within three business days if an employee or applicant refuses to submit to; test positive for; or submits an altered controlled substances and / or alcohol test. The carrier was also given a tour of the CSA web site and a copy of the CSA information flyer "Just the facts," and the "Best Practices for DOT Random Drug and Alcohol Testing" brochure. The carrier was also given copies of documents and forms from the ETA packet.

CONCLUSION:

All violations discovered during this safety audit were discussed sequence - by - sequence with Mr. Romeo Liriani, Owner: Romeo Liriani (Dba Myrtle Beach Bus). He was reminded of all the record-keeping requirements. Mr. Romeo Liriani was very cooperative and displayed a sincere interest in complying with the FMCSR.

This motor carrier was very accommodating and did take time to write down some information about the programs that needed to be implemented. Additional time was taken in order to explain detailed portions of the FMCSR to include those areas where violations were



discovered.

The proposed safety audit result is pass. The OOS rate was not calculated because there were no (1) Level One (1) vehicle safety inspections; and no Level Two (2) vehicle safety inspections on the carrier's profile for the last twelve (12) months. The vehicle was available for a vehicle safety inspection. One (1) Level Five (5) vehicle safety inspection was conducted at the carrier's principal place of business. At the conclusion of this safety audit, I asked Mr. Romeo Liriani if he had any additional questions and his answer was no.

All carrier documents reviewed during this safety audit were obtained from Mr. Romeo Liriani, Owner: Romeo Liriani (Dba Myrtle Beach Bus).

A copy of the safety audit was given to Mr. Romeo Liriani, Owner: Romeo Liriani (Dba Myrtle Beach Bus); telephone number 843 - 449 - 4445 on May 22, 2014.

Ricky C. Freeman
Safety Auditor

SC0199

Upload Authorized:	Yes	No
Authorized by:		Date:
Uploaded:	Yes	No
		Failure Code:
Verified by:		Date:

